A	Benning Rd to Maryland Ave/Morse St (includes Maryland Ave/Morse St (includes Maryland Ave/Morse St to M St (includes Maryland Ave/Morse St (includes Maryland Ave/Morse St to M St to M St (includes Maryland Ave/Morse St to M St to														ВТ											
Description	Benning Rd to Maryland Ave/Morse St (includes both intersections)		Maryland Ave/Morse St to M St (includes M intersection)		ncludes M	M S						to S St (includes S intersection)  S St to Queer				udes Queens	Queens Chapel Rd to S Dakota Ave (includes S Dakota intersection)			S Dakota Ave to Eastern Ave (includes Eastern intersection)			Benning Rd to Eastern Ave			
						No Build																	No Poild Correct 14 Correct 15 Co			
	No Build Concept	1 Concept 2	No Build	Concept 1	Concept 2		h 17th St Bike Concept Improvement)	1A   Concept 1B	B Concept 2A	Concept 2B	No Build	Concept 1	Concept 2	No Build	Concept 1	Concept 2	No Build	Concept 1	Concept 2	No Build	Concept 1	Concept 2	No Build	Concept 1A C	oncept 2A Concept 1B Co	ncept 2B
4 Peak (P) or Off-Peak (OP)	P OP P/OP	P OP	P OP	P/OP I	P OP	P OP	P P/OP	P/OP	P OP	P OP	P OP	P/OP	P OP	P OP	P/OP	P OP	P OP	P/OP	P OP	P OP	P/OP	P OP	P	P/OP	P P/OP	Р
5 Very Poor to Very Strong 6																										
7 8 Pedestrian Safety																										
Pedestrian Safety  9 Speed Reduction and Traffic Calming  10 Bicycle Safety  11 Estimated Crash Reduction  12 Bus Reliability and Safety  13 Traffic Congestion																										
11 Estimated Crash Reduction 12 Bus Reliability and Safety 13 Treffic Connection						_																				
13 Traffic Congestion																										
14   15   Performance Measures - Bicycle/Pedestrian																							***************************************			
<ul> <li>Uncontrolled Ped Crossings Not Meeting Best Practice<sup>1,2</sup></li> <li>Pedestrian Level of Comfort<sup>3,4</sup></li> </ul>	0 0 0 0 4 3	0 0	5 5 4 3	0 (	0 0 3 2	0 0 4 3	0 0 3	3	0 0	0 0 3 2	0 0 4	3	0 0 3	0 0 4 4	3	0 0 3	4 4 3	3	0 0 3 2	2 2 4 3	2	0 0 3 2				
18 Bicyclist Level of Traffic Stress <sup>3,5,6</sup> (LTS)	3 3 2	2 2	3 3	2	2 2	3 3	3 2	2	2 2	2 2	4 4	2	2 2	4 4	2	2 2	4 4	2	2 2	4 4	2	2 2				
20 <b>Performance Measures - Bus</b> 21 Bus Travel Time (AM SB)	31.7 25.6	46.1	81.2	84.5 9	90	25.3	29.9 50.8	29.6	51.9	34.3	75.4	89.6	72.5	75	120.8	111	98.1	124.1	108.7	99.3	179.8	97.6				
22 Bus Travel Time (PM NB) 23 Nearside Bus Stops	15 55.5 1 1 1 1	31.8	59.4	73.4 77	7.5	46.6	50.7 107.5 1 0	105.4	75.3	61 0 0	62.6	59.8	61.1	118.5	130.3	137.7	123.6	154.2	139.7	87.3	106.8	81.8				
24 Nearest Crosswalks not Meeting Best Practice <sup>7</sup> 25	0 0 0	0 0	2 2	0 (	0 0	0 0	0 0	0	0 0	0 0	3 3	0	0 0	0 0	0	0 0	0 0	0	0 0	0 0	0	0 0				
26 <i>Performance Measures - Traffic</i> 27 Number of Intersections LOS D or worse (AM)	1 N/A 1	1 N/A	0 N/A	0	0 N/A	2 N/A	2 1	2	1 N/A	1 N/A	0 N/A	0	0 N/A	1 N/A		1 N/A	1 N/A	2"	1 N/A	1 N/A	2	2 N/A				
28 Number of Approaches with more than 500 ft of queue (AM) 29 SB Approach delays - AM (sec)	0 N/A 1 56.2 N/A 59.9	1 N/A 85.4 N/A	0 N/A 13 N/A	1 (	0 N/A 7.8 N/A	1 N/A 94.8 N/A	3 4 95.6 186.7	6 548.9	3 N/A 123.5 N/A	3 N/A 117.3 N/A	0 N/A 16.8 N/A	30.3	1 N/A 32.1 N/A	3 N/A 119.1 N/A	5 410.6	3 N/A 155.6 N/A	1 N/A 78.8 N/A	4 355.7	1 N/A 84.1 N/A	2 N/A 22.3 N/A	3 231.6	3 N/A 51.9 N/A				
30 SB Approach delay % change from No Build 31 Number of Intersections LOS D or worse (PM)	N/A 7% 1 N/A 2	52% N/A 1 N/A	N/A 0 N/A	319% 37 1 (	7% N/A 0 N/A	N/A 0 N/A	1% 97% 1 1	479%	30% N/A 1 N/A	24% N/A 1 N/A	N/A 0 N/A	80%	91% N/A 0 N/A	N/A 1 N/A	245%	31% N/A 1 N/A	N/A 2 N/A	351% 2	7% N/A 0 N/A	N/A 1 N/A	939%	133% N/A 1 N/A				
32 Number of Approaches with more than 500 ft of queue (PM) 33 NB Approach delays - PM (sec)	0 N/A 0 10.9 N/A 50.8	0 N/A 16.9 N/A	0 N/A 5.6 N/A	1 (0 101.7 35	0 N/A 5.2 N/A	0 N/A 53.1 N/A	2 4 53.2 358.5	4 407.8	4 N/A 135.3 N/A	3 N/A 147.8 N/A	0 N/A 15.1 N/A	0 11.5	0 N/A 11.9 N/A	4 N/A 288.5 N/A	6 395.2	4 N/A 408.3 N/A	2 N/A 55.8 N/A	6 190.1	0 N/A 77.9 N/A	1 N/A 39.1 N/A	4	1 N/A 37.8 N/A				
34 NB Approach delay % change from No Build 35 Travel time - AM Peak Southbound (Sec)	N/A 366% 31.7 N/A 25.6	55% N/A 46.1 N/A	N/A 81.2 N/A	1716% 52°	29% N/A 90 N/A	N/A 25.3 N/A	0.2% 575% 29.9 50.8	668%	155% N/A 51.9 N/A	178% N/A 34.3 N/A	N/A 75.4 N/A	-24% 89.6	-21% N/A 72.5 N/A	75 N/A	37% 120.8	42% N/A 111 N/A	N/A 98.1 N/A	241% 124.1	40% N/A 108.7 N/A	99.3 N/A	232% 179.8	-3% N/A 97.6 N/A	486	675.2	577.8 795.7	690.1
36 Travel time - PM Peak Northbound (Sec) 37 Trip diversion percentage	15 N/A 55.5 20-30%	31.8 N/A <10%	59.4 N/A	73.4 77 20-30% <1	7.5 N/A	46.6 N/A	50.7 107.5 20-309	105.4 % 20-30%	75.3 N/A <10%	61 N/A <10%	62.6 N/A	59.8 20-30%	61.1 N/A <10%	118.5 N/A	130.3 20-30%	137.7 N/A <10%	123.6 N/A	154.2 20-30%	139.7 N/A <10%	87.3 N/A	106.8 20-30%	81.8 N/A <10%	513	687.5	604.9 643.3	600.1
38 Parking/Curbaido <sup>8</sup>		****		******				4444444	6110000	1000000		48048		544	3000000	104	484480	-00		,	10.000.000		0.0450.0450.0450.0450.0450.0			
40 Total Parking Spaces (NB) 41 Weekday Parking Utilization (NB)	0         0         0           0%         0%         0%	0 0 0% 0%	0 40 0% 52%	28 68%	<b>0 40 )% 52%</b>	0 10 0% 10%	0 0 0% 100%	<b>0</b>	0 10 100% 10%	0 10 100% 10%	0         20           0%         0%	<b>0</b>	0 20 0% 0%	<b>0 0</b> 0%	<b>0</b>	<b>0 0</b> 0%	0 60 0% 40%	13 100%	0 60 0% 40%	0     87       0%     48%	<b>55</b> 76%	0 87 0% 48%				
42 Free Spaces (NB)	0 0 0 0	0 0	0 0 0 14	0 (	0 0 0 14	0 10 0	0	0 0	0 10	0 10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0	0 0				
Paid Spaces (NB)  Unregulated Spaces (NB)  Commercial Loading Spaces (NB)	0 0 0 0	0 0	0 8	8 (	0 8	0 0	0	0	0 0	0 0	0 0	0	0 0	0 0	0	0 0	0 18	0	0 18	0 87	55	87 87 0 0				
46 Total Parking Spaces (SB)	0         0         0           0%         0%         0%	0 0	0 58	42	0 58	0 7	0 0	0	0 7	0 7	0 37	0	0 37	0 8	0	0 8	0 67	12	0 67	0 60	52	0 60				
<ul><li>47 Weekday Parking Utilization (SB)</li><li>48 Free Spaces (SB)</li></ul>	0% 0% 0% 0%	0% 0%	0% 84% 0 0	94% 0'	0 0	0% 0%	0% 0%	0%	0% 0%	0% 0%	0% 0% 0	0%	0% 0%	0% 0%	0%	0% 0%	0% 53% <b>*</b>	51% 0	0% 53%	0%     24%       0     0	0	0% 24% 0				
<ul><li>49 Paid Spaces (SB)</li><li>50 Unregulated Spaces (SB)</li></ul>	0 0 0 0	0 0	0 0 0 33	0 0	0 0 0 0 33	0 0 0 7	0	0 0	0 0 7	0 0 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0 0 0 9	0	0 0	0 0 0	52	0 0 0				
<ul> <li>50 Unregulated Spaces (SB)</li> <li>51 Commericial Loading Spaces (SB)</li> <li>52 Parking Changes Summary (NB)</li> </ul>	0 0 0	0 0	0 1	1 (	0 1 40 0	0 0	0 -10	0 -10	0 0	0 0	0 0	0 -20	0 0 -20 0	0 0	0 0	0 0	0 0	0 -47	0 0	0 0	0 -32	0 0 -87 0				
53 Parking Changes Summary (SB) 54 Displaced Parked Vehicles (NB)	0	0 0		-16 -5	58 0		-7 1	-7	-7 0	-7 0		-37	-37 0		-8	-8 0		-55 11	-67 0 24 0		-8 0	-60 0 42 0				
55 Displaced Parked Vehicles (SB) 56	0	0 0		9 4	48 0		0	0	0 0	0 0		0	0 0		0	0 0		29	35 0		0	14 0				
57 58																							200420042004200420000000000000000000000			
Proposed segment consolidation for Summary Matrix (11/14/2022)	1			2				3				4			5			6			7		Tra	evel tii	ne summa	y
1. In the format (crossings meeting best practice)/(total uncontrol	lled crossings) e.g. 0/1 indicates 1	uncontrolled pedestrian c	rossing in that segmer	nt, with 0 meeting best p	practice.													New Parking eing constru								
2. "Best practice" is based on FHWA guidelines for uncontrolled c																		VMATA	- CCG By							
3 Level of Comfort and Level of Traffic Stress are graded 1-4. 1=5						he most confident users (	<1% of population).																			
4. Fehr & Peers' StreetScore+ Pedestrian Level of Comfort metho		f sidewalk width as a metr	ic because the project	is restricted to curb-to-	-curb.																					
5. Bicycle Level of Traffic Stress criteria for mixed traffic used (see 6. Fehr & Peers' StreetScore+ Bicycle LTS methodology for in-roa																										
7. Midblock bus stops without an adjacent marked crossing are co		ractice." All signalized/cont	trolled crossings are co	onsidered "best practice	e."																					***************************************
8. All parking information for Concept 2 is for off-peak periods, <b>if</b>																										
69   Tevel of Traffic Stress Criteria for Road Segments, version 2.0, June, 2017   Stress Criteria for Road Segments and the segments and the segments are segments as a segment of the se																										
71 72 Mixed traffic criteria		***************************************																								
	Prevailing Speed mph 30 mph 35 mph 40 mph  S1 LTS 2 LTS 2 LTS 3																									
74     0-750     LTS 1     LT       75     Unlaned 2-way street (no centerline)     751-1500     LTS 1     LT       76     centerline)     1501-3000     LTS 2     LT	TS 1 LTS 2 LTS 3 LTS 3	LTS 3 LTS 4																								***************************************
76 3000+ LTS 2 LT	TS 3 LTS 3 LTS 4 LTS 2 LTS 2 LTS 3	LTS 4 LTS 4 LTS 3 LTS 3																								
79 centerline) 1501-3000 LTS 2 LT		LTS 4 LTS 4																								
3 thru lanes per direction 0-8000 LTS 3 LT	TS 3         LTS 3         LTS 4           TS 3         LTS 3         LTS 4           TS 3         LTS 4         LTS 4           TS 3         LTS 4         LTS 4	LTS 4 LTS 4																								
	S 3 LTS 4 LTS 4 LTS 4																									
															***************************************	<u> </u>					<del></del>					